

**THIRTY DOLLARS
PER ANNUM.**

Bills of Lading will be countersigned by
HOLLIDAY, WISE &
Agents.

and marked urgent, was communicated to me by Dr. Atkinson about 8 o'clock.

6.—At 9.15 a.m. Mr. Matheson personally handed over to me 12 non-commissioned officers and men of the Royal Engineers, within half an hour seven of them were withdrawn under an order from the Captain Superintendent of the non-commissioned officers. Their places were filled by men of the Rifle Brigade, who arrived soon after with the other 5 men of that Regiment.

7.—The attached schedule sets forth the disposition and duties of the whole detachment, consisting of 24 police and 21 soldiers.

8.—As regards the house-to-house visitation care has been taken to see that a soldier in every case accompanied by a constable when searching a house. Directions have been given to confine the inspection for the present to houses of the worst class. Dwellings in the vicinity of the police station, where there has been no opposition to this measure, I have given distinct orders that in the event of any resistance on the part of the keepers to the Board's order being maintained a prosecution is to be instituted.

9.—The disinfection of the night soil of public latrines—a service to which the Board, especially the medical members, attach considerable importance—has been entrusted to four soldiers under the supervision of the district sanitary officers. Chloride of lime as the disinfectant has been slightly opposed to this measure, I have given distinct orders that in the event of any resistance on the part of the keepers to the Board's order being maintained a prosecution is to be instituted.

10.—In the absence of any fresh cases of plague the soldiers originally detailed for the disinfection and cleansing of houses are for the present either assisting the Police in the house-to-house visitation or the District Inspectors in their respective districts.

11.—As these matters were put in hand by direction of the Captain Superintendent of Police before Captain Hastings took over Mr. May's duties, I attach a copy of this report with a request that it may be transmitted to the Acting Captain Superintendent of Police as early as possible.—I have, &c.,

W. EDWARD CROW,
Acting Assistant Secretary
and Superintendent,
The Secretary, Sanitary Board.

Colonial Secretary's Office,
14th May, 1895.

Sir—I am directed by His Excellency the Governor to acknowledge with thanks the receipt of your letter No. 102 of the 6th instant and of its enclosure, showing the arrangements which have been made for preventing the spread of the plague and for dealing with any cases that may occur, and to state that they have been circulated among the unofficial members of the Legislative Council, whose approval of the arrangements made is recorded in the enclosed copy of a minute by the senior unofficial member.

In accordance with the request of the unofficial members of the Legislative Council, a copy of this letter and of your report and its enclosure will be forwarded to the local press for publication.—I have, &c.,

J. H. STEWART LOCKHART,
Colonial Secretary.

The Hon. the Colonial Secretary.

On behalf of my official colleagues, amongst whom these papers have been circulated, I wish to express our appreciation of the prompt and vigorous measures taken to control a possible invasion of the plague. As the colony in general seems to be unaware of what precautions have been adopted, we would suggest that they be communicated to the local press, as also any further steps that may from time to time be taken, so that the community may be assured that everything possible is being done to avert danger of a recurrence of the disease.

C. P. CHATER.

THE EXCHANGE OF THE RATIFICATIONS.

RUSSIAN WARSHIPS CLEARED FOR ACTION.

According to the following report on the exchange of the ratifications of the Treaty of Peace at Cheloo on the 6th instant, Russia continued the game of "bluff" up to the very last moment and even went to the length of "clearing for action," all to no purpose however, as far as the exchange of the ratifications was concerned, though with what ulterior effect, in respect to the price of "peace with honour," has not yet been made known. On the contrary, the ratifications of the Treaty at Cheloo yesterday afternoon were premature, and we ourselves were quite misled by the circumstantial account received from a correspondent, who must have jumped to hasty conclusions and ascribed certain saluting that went on to the conclusion of the important business then pending. Yesterday morning we received from our own correspondent at Cheloo a telegram, dated 4.30 p.m., on Wednesday, as follows:—The Chinese Plenipotentiary received instructions to delay exchange of ratifications. The American Minister (Foster) applied to the Japanese for extension of the time expiring at midnight. The Russian, German and French Ministers are urging China to withhold ratification until effects given to their protest against Japanese invasion. The Japanese Plenipotentiary threatened to depart from China. The Russian squadron of ten ships are clearing for action, and have landed all their arms and wooden turrets.

"This was decidedly ominous, and while we were rejoicing here at the supposed termination of the war, matters at Cheloo were in a very critical state. It is unknown as yet how a settlement was arrived at, but apparently better counsels prevailed, which we are no doubt right in assuming came from the British Minister and Sir Robert Hart, for just at midnight the ratifications were exchanged, and that troubles of China, so far as Japan is concerned, have ceased. It yet remains to be ascertained what definite settlement has been made between Japan and Russia, and if the former has succeeded in satisfying Germany and France.

"Count Ito, the Japanese Plenipotentiary, has left Cheloo for Japan in the *Yokohama Maru*, carrying with him the ratified Treaty."

THE OUTBREAK IN FORMOSA.

A copy of the *North China Daily News* received here by the *Safania* this morning contains the following interesting information respecting the present condition of affairs in Formosa. It is in anything but a state of peaceful anticipation of the coming of the Japanese, and these plucky little people will find that the greatest struggle of the whole war is yet to come. It is one thing to secure a cage of animals, but it is quite another to tame them. Eighty thousand Chinese soldiers are practically in possession of the island. The Government is in a position of authority and is unable to exert the slightest influence. At the port of Hobe and elsewhere

the foreign officers of the Chinese Customs and the British Consul, but the foreigners and their interests centre at Tientsin (Tientsin), thirteen miles off the shore, which is unfortunately also the seat of the rebellion, as it is the capital and headquarters of many Chinese officials.

At a consultation held a few days ago, the Governor informed the foreigners present, that he had lost all control of his people and that unless Foreign Powers intervened or sufficient foreign protection was provided at once, it was officially known that the treaty had been ratified, Formosa would be thrown into a state of anarchy and rebellion that would sweep over the whole island. The mandarins of all grades would be first to fall and then a deadly war of factions would continue until the stronger had totally conquered the weaker. Therefore he begged the foreigners to offer the last protection to foreign lives and property.

"That the Chinese soldiers are beginning to feel their strength is evident from the rows and riots which are almost of daily occurrence. The description of the riot which occurred on the 22nd portrays well the condition of affairs. On the 20th the Governor sent his mother to Canton, and was sending her baggage along two days later, but as the soldiers were carrying it through the streets they were stopped by the inhabitants and the baggage examined. This being reported to Admiral Yung, he sent a messenger to the Governor to advise him not to send the baggage, as it was as it would probably be plundered. This man met the soldiers, carrying the baggage and ordered them back, but not appreciating such interference, the soldiers proceeded to jump on the offender and gave him a severe beating. As soon as he could escape he returned at once to the Admiral, and reported that he had been attacked while doing his duty, whereupon the Admiral with a company of his soldiers started out to investigate. As soon as they were seen approaching, the Governor's soldiers returned to the Governor's yacht, and cleared the gates, naturally this created a great deal of excitement and a big crowd of natives gathered outside. The Colonel in command of the Governor's soldiers seems to have been on bad terms with his men, owing to his appropriating all of 8000 taels, that had been left by the Governor's mother as a gift to the soldiers on her departure; and as he made his appearance and was rash enough to give orders, he was immediately shot down dead. One of the Governor's secretaries attempted to run away conveying some treasure, as he feared the Governor's yacht would be looted, and received six bullets in his back for his pains. The soldiers and the Governor's soldiers proceeded to fire on the crowd, by putting their rifles up over the wall, inclining them to what they considered the right angle and then discharging them. After about two hundred rounds had been fired, the Governor made his appearance and succeeded in quieting the riot, but not until eighteen unarmed inhabitants of the city had been killed, two severely and twenty more or less wounded. The wounded were taken to the hospital, but the Chinese doctor in charge had barricaded the doors and refused to let them in. The poor fellows were placed outside the door and were left to die, until an officer whose attention was called to it, broke in the door and forced Doctor Chow to attend to them.

Correspondence.

THE LAW OF LANDLORD AND TENANT.

To the Editors of the "HONGKONG TELEGRAPH." Sir—Can I ask you through your paper, could Hongkong make a better Law as regards the Landlords and Tenants, especially during the Plague season? I have seen notices were given to quit the tenements where the rents regularly paid, this seems to me the Landlord's intention to stir the deadly disease to every part of this City. The poor creatures have to remove from place to place, and then, they do not know where to go to the Government House would not listen to their complaints, the Courts are too big for them, the Police could not admit them, and when in the Law to forbid them, and if there is one, the inhabitants of the Colony would be in order and safe, instead of starving.

I am very sorry for troubling you, but I hope that you would excuse me.

Yours respectfully,

Y. CHING HO.

Hong Kong, 14th May, 1895.

We are much obliged to our correspondent for his letter and avail ourselves of this opportunity to say that we are glad to publish any communication from our Chinese fellow-citizens. We wish more of them would interest themselves in local affairs. So many of them now speak and write English and so many questions arise in connection with local affairs about which they must often wish to be heard, that we are surprised more Chinese do not avail themselves of the public press to air their opinions and grievances. The law of landlord and tenant unquestionably stands in need of careful revision, and as the law bearing on Chinese questions and Chinese interests, anything that tends to promote the movement, or shuffling, of the Chinese population from place to place within the confines of the colony is highly undesirable at the present moment.—Ed., *Hongkong Telegraph*.

THE LOSS OF THE "PERIN."

MARINE COURT OF INQUIRY.

At the Harbour Master's Office this morning a Court of Inquiry investigated the cause of the total loss of the British sailing steamer *Perin*, Captain G. Parker, which, as previously reported in these columns, was wrecked near Machin Sound off Coles Bay, on the 3rd instant, while on a voyage from Foochow to Amoy. The Court was constituted as follows:—Captain R. Murray Ramsey, R.N. (President); Lieut. F. W. Loane, R.N. (Undersigned); Captain C. H. S. Tocque (Verona) and Captain E. Porter of the *Brasmar*. A letter from the British Consul at Amoy reporting the loss of the steamer *Perin* was read, as also the warrant of the Governor directing a Court of Inquiry to determine the cause of the loss of the *Perin*.

Mr. H. L. Denys watched the proceedings on behalf of Yung Hing Hong, of Tamsui, owners of the *Perin*, and for whom Messrs. Malcom & Co. are the local agents.

George Parker said—I have a master's certificate, No. 85046, issued at Belfast in 1871. I was master of the steamer *Perin*. I joined her on December 14th, 1894, at Hongkong. She was a Hongkong registered ship, but she has not got a Hongkong Passenger Certificate. I left Foochow on May 1st, and went for Hongkong via Amoy, with a cargo of coals and ballast. The draft of the vessel was 8.5 ft and 6 ft forward, as far as I can recollect. The official log was lost, so I am unable to refer to that. I refer to the master's log, and find the draft on leaving Foochow was 8 ft 3 in, 8 ft 3 in, and 6 ft 6 in. The crew consisted of, besides myself, one deck officer, one engineer, one quarter-master, three A.B.'s (Chinese), &c., that is 16 all told. We left Foochow at 1 p.m. on the 1st of May, and the weather was then fine with smooth sea and light breeze, and we proceeded towards Amoy, and at 2 p.m. we sighted Ockley at 11 p.m. and passed it at 1.30 a.m. on the 3rd.

At 2.30 lost sight of Ockley Light, which was about one point on port quarter. The weather was then getting very foggy. I was on deck about 4.25 when the look-out man reported a junk on the starboard side, but this proved to be a rock. I starboarded one point when the look-out man reported it, and after I had starboarded I made it out to be a rock, and thought it was Pyramid Point. The weather was then getting very thick. Soon after this we sighted a land on the starboard bow and a light ahead. Then the helm was put back a starboard, and as I saw she would not clear the rocks I stopped the engines, and at the same time the ship struck. I reversed the engines, but the ship did not move. We then began to throw coals overboard out of the forehold. That hold was filling rapidly with water. At 6 o'clock there was 4 feet of water in the fore hold. I then gave orders to stop the engines and draw the fire, and seeing there was no hope of saving the ship I cleared away the boats and put the engines slow ahead to prevent her slipping off into deep water. Sent chief officer away with three boats and part of the crew to land their effects and return to the ship, remaining on board myself with the Chief Engineer, two mess-room boys and the boatswain. At this time the fire broke out under the boiler and the Chief Engineer with a hatchet when he tried to get into the one remaining boat which had been kept alongside. As I could not keep the mariners off I got into the boat and pulled away after the chief officer's boat. Found the other boats close ashore, and that the natives would not allow their occupants to land. I gave orders to them to follow me and pulled towards Tongsha, where I landed at 9 p.m., the distance being from 12 to 14 miles from the scene of the wreck. The Chief Engineer visited the wreck during the afternoon and when he returned he reported that she had broken up. Witness was cross-examined at length by the President and other members of the Court.

Mr. Denys—This was your last voyage?

Witness—I don't know. I have sent my resignation to the Company twice already, but they asked me to remain.

Mr. Denys—Was there any fog at the time the ship struck?

Witness—Yes, very thick fog.

Mr. Denys—How close did that rock did you pass?

Witness—About an eighth of a mile.

Mr. Denys—Was it about 30 or 50 yards off?

Witness—I did not see it. The chief engineer came on deck and saw your steamer to it.

Witness—Yes, while I was standing at the telegraph.

Mr. Denys—Did you take any precautions for fog, in the way of slowing down or blowing the whistle?

Witness—There was no need of that, we were going slow enough at the time.

Mr. Denys—Did I understand you to say that you have never been to Foochow?

Witness—Yes, this was my first voyage to Foochow.

Witness—Never was in Foochow before.

Mr. Denys—After the ship was ashore did you send up any signal rockets?

Witness—There were none on board.

Mr. Denys—Are you sure?

Witness—I think there were two old ones, but we never tried them.

Mr. Denys—After the vessel struck you could step on the rock with the starboard side.

Witness—Yes, from the starboard side.

Mr. Denys—The natives walked on board from the shore?

Witness—No, they did not.

Mr. Denys—Was it suggested to you by any one to beach the vessel?

Witness—Yes, by the engineer.

Mr. Denys—Now, what do you attribute the accident to?

Witness—To a strong current setting in on the port bow.

Witness—Cauder, chief mate, and J. L. Deacon, chief engineer, also gave evidence, and were cross-examined at considerable length, subsequent to which the Court rendered the following FINDING:—

We find that the steamer *Perin*, official number 95,860, of Hongkong, of which George Parker was master, left Foochow on a voyage to Amoy at 5 p.m. on May 1st. She was a vessel of 118 tons register, and 40 horse-power, having one certified deck officer besides the master, and one engineer holding a first class engineer's certificate.

That Turnabout, as passed at 8 p.m., that evening, the *Ockley* was passed at 1.30 the next morning (two miles distant, bearing south-east by magnet), that about 4.30 on the morning of the 3rd the vessel went on shore on the southern point of Machin Sound, and that she was afterwards abandoned.

The cause which led to the casualty, which found the ship ten miles out of her course in less than four hours, was not made very apparent by the evidence, but the navigation was conducted in a somewhat loose manner, and the whole question appears to be whether the error of the compass was known and properly applied?

There is no evidence to the last occasion on which the error was determined, nor anything reliable to show that its amount and direction were even sufficiently known for the purpose of safe navigation.

The weather was fine, though probably foggy, and prudence should have suggested a slower speed when the weather became thick, as also the use of the lead. This latter precaution, if adopted, would have shown at once that the ship was not making good her intended course. The whole watch, however, was employed, one at the wheel and the other on the look-out, and then there was no one left for the additional precaution.

The Court are of opinion that the master was guilty of a wrongful act or default in navigating his vessel in an unseamanlike and careless manner, and it therefore directs that his certificate No. 85046 (Belted) be suspended for a period of 6 months from this date.

(Sgd.) R. MURRAY RAMSEY, R.N., President.

C. H. S. TOCQUE, R.N. (Undersigned).

EDWARD PORTER, Capt. *Brasmar*.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (Ravenna) 17th inst.

Indian (Arcturion) 17th inst.

Tacoma (S.S.) 20th inst.

American (Cottis) 21st inst.

Australian (Catharine) 25th inst.

American (City of Rio de Janeiro) 31st inst.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co. steamer *Catharine* left Port Darwin yesterday for this port, via Timor, and is due here on or about the 25th inst.

THE P. & O. S. N. Co. steamer *Arcturion*, from China, arrived at London on the afternoon of the 13th inst.

TO-DAY'S SHIPPING RETURNS.

18 p.m. yesterday to 8 p.m. today.

Arrivals:

Sales: Steamer from Shanghai.

Steamer from Yokohama.

Steamer from Cheloo.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer from Amoy.

Steamer from Hongkong.

Steamer from Canton.

Steamer from Swatow.

Steamer

Hotels.

RAFFLES HOTEL, SINGAPORE.

PATRONIZED BY ROYALTY, NOBILITY AND DISTINGUISHED PERSONAGES, including—

H. R. H. Prince Damrong.
H. R. H. Prince Sevasit.
His Grace The Duke of Newcastle.
The Right Hon'ble The Earl of Dysart.
Lord and Lady Braye.
Lord Darnley.
Lord Cecil.
Lord Valentia.
Major-General Sir Henry Collett, K.C.B.
Sir Francis Balfour, Bart.
Sir John James William Henry Spencer.
Sir Edmund Hill.
Brigadier-General Gostli, C.B.
Baron Herman.
Baron Wendelstradt.
Baron Bussler.
Sir Somers Vane.
Count S. Tellico.
Count Spee.

The Late Sir Elliott Bovill, Chief Justice, R. S.
The Hon'ble Lionel Cox, Chief Justice, S. S.
Major-General Sir Charles Warren, G.C.M.G., K.C.B., R.E.
Major-General Polyeux.
His Excellency Major-General Vaughan Jones, Commanding the Troops, S. S.
Officers of H. M. Army and Navy.

This FIRST-CLASS HOTEL, which has just been enlarged by 30 additional suites, is facing and commanding an extensive view of the Harbour, close to the Public Offices, Mercantile Quarter and the Esplanade.
Suites consisting of SITTING-ROOM, BED-ROOM, DRESSING-ROOM with PRIVATE BATH-ROOM attached.
No expense has been spared by us to meet the requirements and demands of the Public and every comfort is guaranteed.
There is a LADIES WAITING and DRESSING-ROOM, fitted with all requisites.

BRANCHES:—

RAFFLES TIFFIN & BILLIARD ROOMS, Singapore.
EASTERN & ORIENTAL HOTEL, Penang.
SEA VIEW HOTEL, Penang.
SARKIES BROTHERS, Proprietors.

Singapore, 1st January, 1895. [55]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00
One person, per month.....\$ 75.00
Married couple (occupying one room) per day.....7.00
Married couple (occupying one room) per month.....150.00
Married couple (occupying two rooms) per month.....170.00
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 16th March, 1895. [26]

FUIJIYA HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.
FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.
EXCELLENT CUISINE.
SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI, Proprietor.

THOMAS' GRILL ROOMS, No. 4, QUEEN'S ROAD CENTRAL.
I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the first FLOOR, recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to entertain

DINNERS, TIFFINS AND SUPPERS to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.
W. THOMAS, Proprietor.
Hongkong, 30th April, 1895. [58]

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, (On Shau-Hau Road).
THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to the Island. "BAY VIEW" occupies the best situation on the Shau-Hau Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort "BATHING PAVILIONS" have been added, and a LAUNCH runs from the NEW PEDDERS WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or TIFFINS prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 15th August, 1894. [19]

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Plumage Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.
Hongkong, 2nd April, 1895. [420]

Intimations.

UNDOUBTEDLY! CHAMPAGNE BITTERS AND BOVRIL ARE

PRE-EMINENT!

PICK-ME-UP.

WATKINS & CO.,

APOTHECARIES' HALL, 64, Queen's Road Central, Hongkong.

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 16th instant, at 5 for 5.45 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 9th May, 1895. [620]

Victoria Preceptory.

A REGULAR MEETING of the VICTORIA

PRECEPTORY and PRIORY will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 20th instant, at 8.30 for 9 p.m. precisely. Visiting Knights are cordially invited to attend.
Hongkong, 10th May, 1895. [626]

Auctions.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by PUBLIC AUCTION, ON

FRIDAY AND SATURDAY, the 17th and 18th day of May, 1895, at 2.30 o'clock in the Afternoon at the Premises

THE FOLLOWING LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in Lots.

Lot 1.—SECTION A of MARINE LOT No. 214 with the message thereon No. 86, Wing Lok Street.

ANNUAL CROWN RENT \$12.34.

Lot 2.—ALL the VENDOR'S right benefit interest and advantage in the Southern moiety of the Reclamation of Marine Lot No. 214 subject to the payment of \$3,350 and all their monies (if any) now or hereafter to become due or payable in respect of the said Reclamation.

Lot 3.—SECTION D of MARINE LOT No. 108 with the message thereon No. 226, Praya West.

ANNUAL CROWN RENT \$19.00.

Lot 4.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section D of Marine Lot No. 108 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due or payable in respect thereof.

Lot 5.—SECTION I of MARINE LOT No. 108 with the message thereon No. 6, Sai On Lane.

ANNUAL CROWN RENT \$37.

Lot 6.—SECTION E of MARINE LOT No. 109 with the message thereon No. 214, Praya West.

ANNUAL CROWN RENT \$23.

Lot 7.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section E of Marine Lot No. 109 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due or payable in respect thereof.

Lot 8.—SECTION M of MARINE LOT No. 109 with the message thereon Nos. 377 and 379, Queen's Road West.

ANNUAL CROWN RENT \$15.

The above LOTS are Sold subject to existing Tenancies.

For Further Particulars and Conditions of Sale, apply to C. EWENS, Solicitor for the Mortgagee.

J. M. ARMSTRONG, the Auctioneer.
Hongkong, 6th May, 1895. [543]

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Sell by PUBLIC AUCTION, ON

FRIDAY AND SATURDAY, the 17th and 18th day of May, 1895, at 2.30 o'clock in the Afternoon at the Premises

THE FOLLOWING LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in Lots.

Lot 1.—SUB-SECTION 2 of SECTION B of INLAND LOT No. 5 with the message thereon No. 320, Queen's Road Central.

Lot 2.—SECTION B of INLAND LOT No. 5A with the message thereon No. 232, Queen's Road Central.

ANNUAL CROWN RENT \$3.15.

Lots 3 & 4.—SECTION G of MARINE LOT No. 109 with the messages thereon Nos. 218 and 217, Praya West.

ANNUAL CROWN RENT \$43.

Lot 5.—ALL the VENDOR'S right benefit interest and advantage of and in the Reclamation or Extension Seawards in front of Section G of Marine Lot No. 109 subject to the payment of the instalments and all other monies (if any) now or hereafter to become due and payable in respect of the Praya Reclamation.

Lot 6.—SECTION O of MARINE LOT No. 109 with the message thereon No. 383, Queen's Road West.

ANNUAL CROWN RENT \$7.50.

Lot 7.—REMAINING PORTION of MARINE LOT No. 109 with the message No. 4, Sai On Lane.

ANNUAL CROWN RENT \$7.50.

The above Properties are Sold subject to existing Tenancies.

For Further Particulars and Conditions of Sale, apply to C. EWENS, Solicitor for the Mortgagee, or to J. M. ARMSTRONG, the Auctioneer.
Hongkong, 6th May, 1895. [444]

Amusements.

GRAND CAFE CHANTANT.

Under the Distinguished Patronage of

H.E. the Governor Sir W. ROBINSON, K.C.B., K.C.M.G.
H.E. Major-General BLACK, C.B., and
Commodore G. H. BOYES, R.N.

GLEES, PART SONGS AND SOLOS by most of the LEADING AMATEURS in the COLONY.

ST. ANDREW'S HALL (CITY HALL) ON THURSDAY, 16th May, 1895, at 9 P.M.

IN AID OF THE KOWLOON SOLDIERS' AND SAILORS' INSTITUTE BUILDING FUND.

Conductor.....Mr. G. LAMBERT.
Accompanist.....Mr. F. W. MOUTON, R.N.

ADMISSION:—\$1.
(Including Tea, Coffee, Ice, &c.)
TICKETS at Messrs. KELLY & WALSH'S, Ltd.
Hongkong, 10th May, 1895. [668]

For Sale.

NOTICE.

THE Undersigned has been Appointed Sole Agent for WOOD & Co.'s well known COW BRAND of Finest AUSTRALIAN TABLE BUTTER, in 1lb. Tins. Fresh Stocks always on hand. Special Terms to the Trade.

GEO. P. LAMBERT, Duddell Street.
Hongkong, 20th April, 1895. [506]

MELLIN'S FOOD

IS recommended by the highest Medical Authorities as the BEST FOOD for INFANTS and INVALIDS.

KAY & Co., Sole Agents, 26, Hollywood Road.
Hongkong, 2nd May, 1895. [502]

THE FRIDERICHSBURG BREWERY Co.'s

LIGHT PALE ALE, Unsurpassed in quality and highly recommended by persons of Refined Taste.

It is a delicious and comforting drink during Summer Months.
H. E. BOTTLEWALLA, Sole Agent, No. 2, D'Aguiar Street.
Hongkong, 5th March, 1895. [197]

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS, HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road, Hongkong, 24th August, 1894. [184]

FOR SALE.

JAPAN HAND-MADE PAPERS, JAPAN PRINTING PAPERS, JAPAN COPYING PAPERS, JAPAN WALL PAPERS.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

CHS. J. GAUPP & Co., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS, CHARTS AND BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for London, Admiralty, Watch, and the highest Price at every Exhibition; and for Volstead and Sons' CYCLOTRON OPTIC GLASSES, MARINE GLASSES, and OPTIC GLASSES, No. 8, Queen's Road Central, Hongkong.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN.....Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd May.
EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd June.
EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 3rd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street, Hongkong, 1st May, 1895. [3]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama).....Saturday, 18th May, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama).....Saturday, 8th June, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama).....Friday, 28th June, at Noon.

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA ON SATURDAY, the 18th May, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14th July, 1894. [196]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1895.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT MOTOR LAUNCHES, EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK, REASONABLE PRICES.
Hongkong, 14